PLANNING & PROGRAMMING DIVISION
PLANNING RESEARCH SECTION
TRAFFIC ANALYSIS UNIT

TAU 3451-A

TH 94

S. P. 8282-01

Jct. TH 494, 694 to 0.5

Mi. E. of CSAH 19

July, 1964

MINNESOTA HIGHWAY DEPARTMENT

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Highway

T. S. Thompson July 28, 1964

Johan Nygaard

TH 94, S. P. 8282-01, Jct. TH 494, 694
to 0.5 Mi. E. of CSAH 19

This report is submitted in response to your June 1, 1964 request for 1989 ADT, DHV and HCADT for the project location shown on the map on page 2. This report includes CSAH 19 as the east end of the project because sufficient land use data will not be available to us until September. The remainder of the project will be submitted at a later date.

For each segment numbered on the map on page 3, the following data are tabulated on the forms on pages 5 and 6.

a) Vehicle Type Distribution
b) Total ADT
c) Total Heavy Commercial ADT
d) Total DHV Without Directional Distribution
e) Directional Distribution of DHV.

The 1962 ADT for segment 1, which has the highest 1989 ADT, is 11,000 on present TH 12.

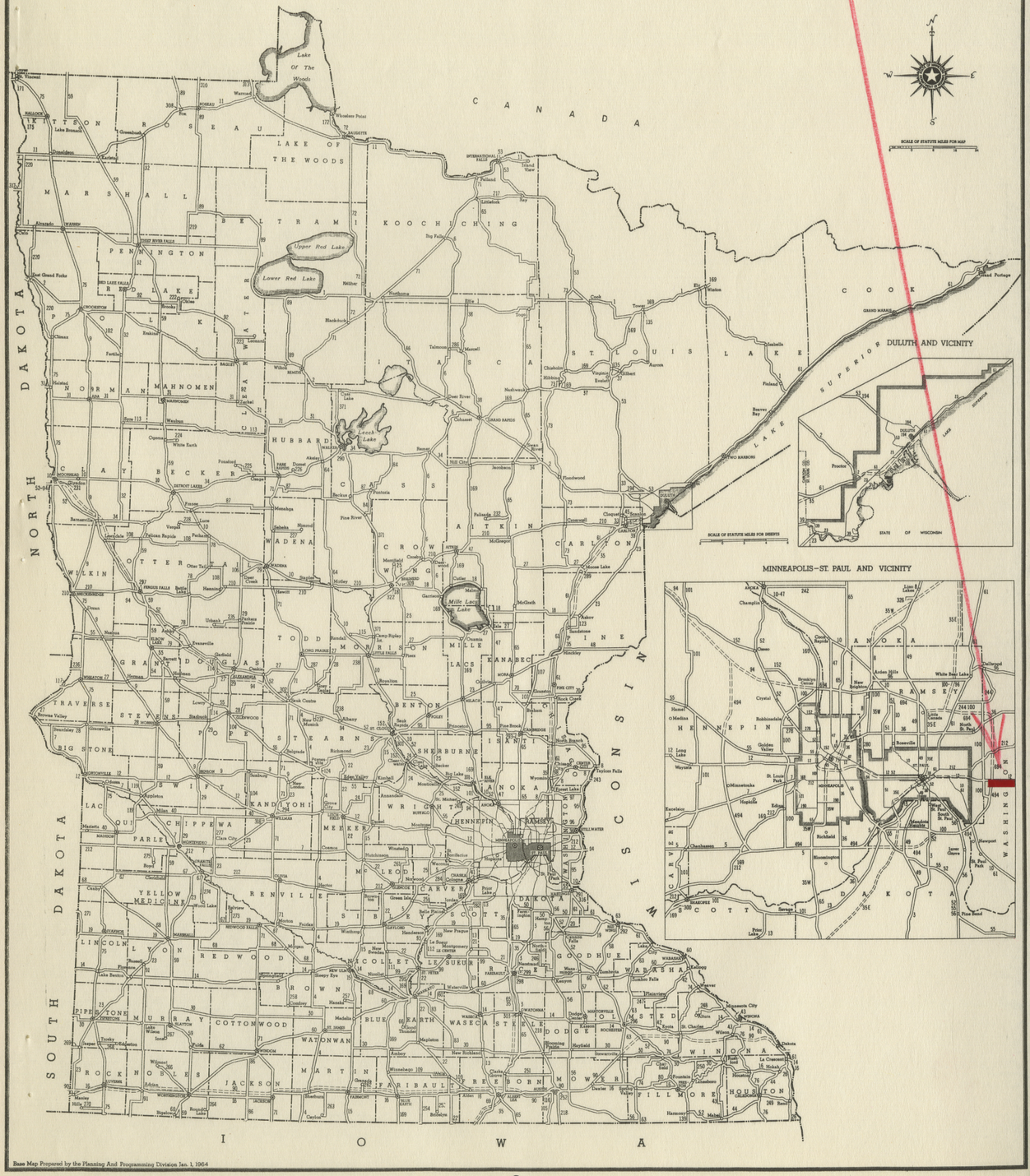
Basic data, method and assumptions are presented on page 7.

This request was initiated by B. L. Warzala for Geometrics.

JN:mjd
WMB

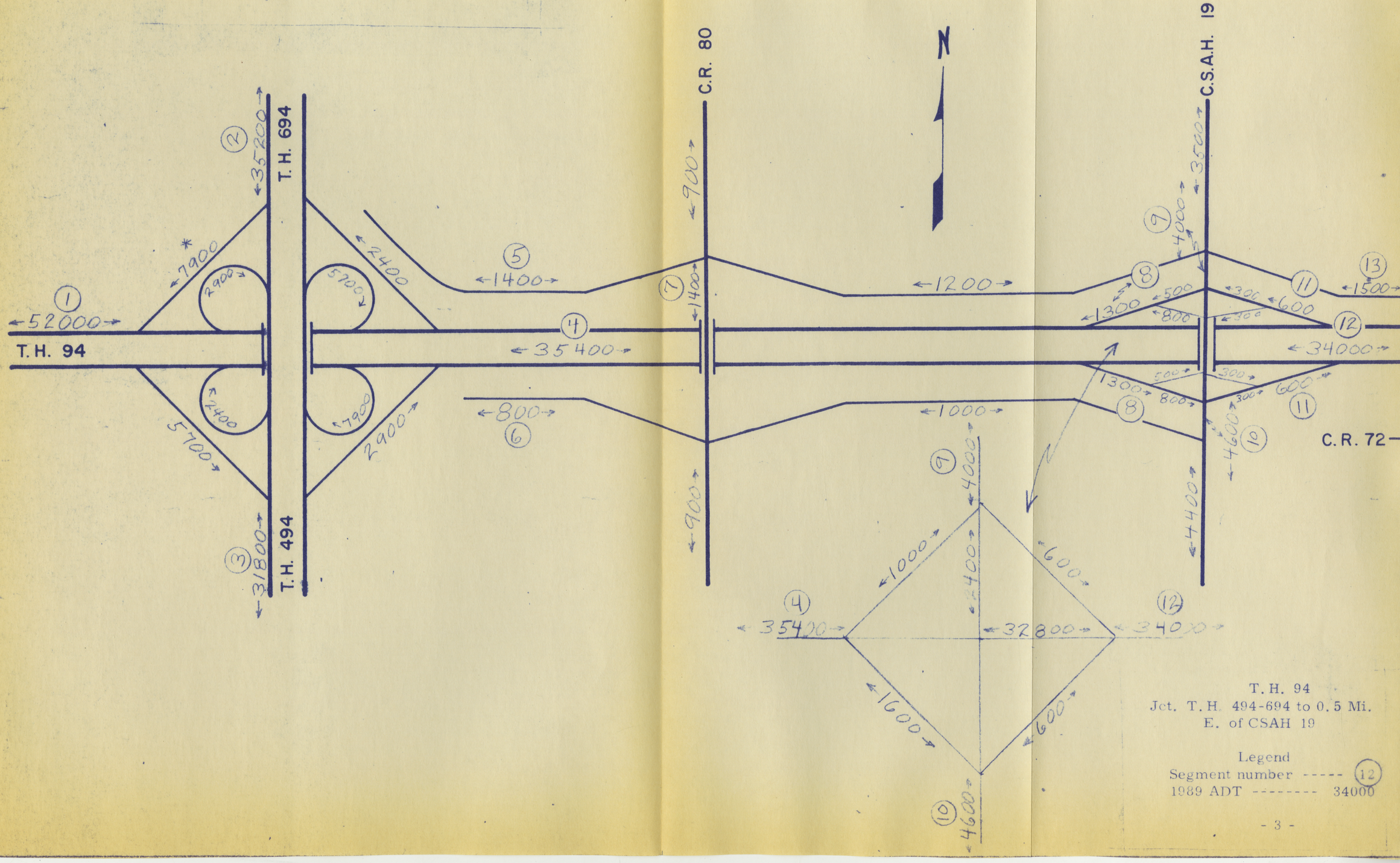
STATE OF MINNESOTA
DEPARTMENT OF HIGHWAYS
WORK MAP

Project Location
S. P. 8282-01



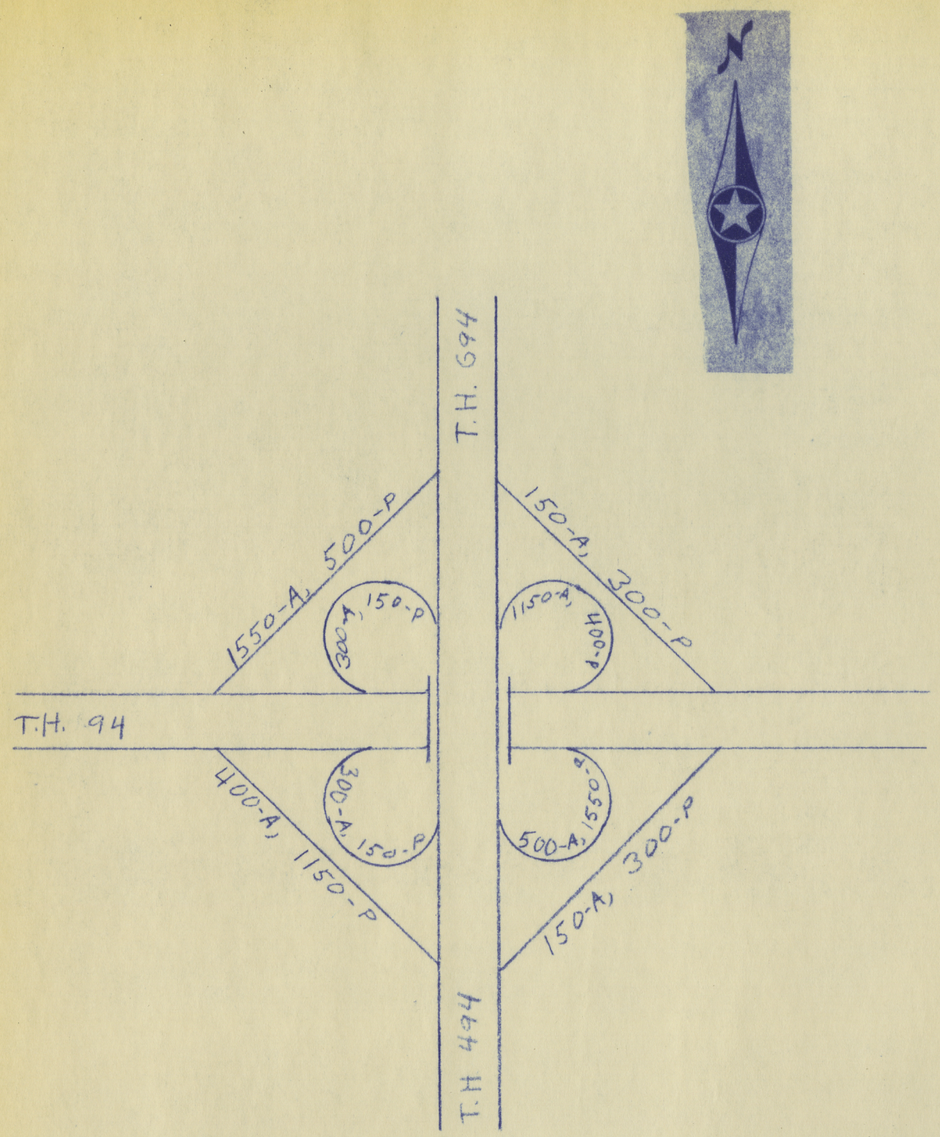
Base Map Prepared by the Planning And Programming Division Jan. 1, 1964

* Note: A. M. and P. M. Peak Hours are shown on the map on page 3. No HCADT is required for intersection of two interstate Highways.



T. H. 94
Jct. T. H. 494-694 to 0.5 Mi.
E. of CSAH 19

Legend
Segment number ----- (12)
1989 ADT -------- 34000



1989 A.M. peak hour 150-A
1989 P.M. peak hour 300-P
All estimates are one-way

Form 2985 (9-63)

TRAFFIC ESTIMATE DATA

DESIGN YEAR 1989 PART 1 OF 2

FOR

T.H. 94 S.P. 8282-01 LENGTH - MILES

COUNTY Washington LOCATION Jct. TH. 494, 694 to 0.5 Mi. E. of CSAH 19

BASED ON

1989 ADT FROM TRAFFIC ANALYSIS UNIT

SHOWING

TOTAL ADT ON SEGMENTS 1 THROUGH 11 AS DEFINED ON ATTACHED INDEX MAP

VEHICLE * TYPE	SEGMENT NUMBER										
	1	2	3	4	5	6	7	8	9	10	11
0	46802	32791	29309	31030	1313	751	1274	1159	3635	4186	534
1	1666	819	976	1203	57	32	69	64	161	183	30
2	752	560	553	479	5	3	26	50	120	133	23
3	281	106	105	252	4	2	3	2	7	8	1
4	487	255	266	474	3	2	4	4	11	13	2
5	1695	445	426	1744	2	1	8	7	22	26	3
6	317	224	165	218	16	9	16	14	44	51	7
TOTAL ADT	52000	35200	31800	35400	1400	800	1400	1300	4000	4600	600
TOTAL H. COMM. ADT	5198	2409	2491	4370	87	49	126	141	365	414	66
TOTAL DHV	8164	4893	4229	4071	245	140	245	182	528	612	105
DIRECTIONAL DISTRIBUTION	70-30	60-40	65-35	65-35	60-40	60-40	60-40	100-0	55-45	70-30	100-0

* VEHICLE TYPE CODE

0 = PASSENGER CARS AND 4 TIRE TRUCKS
1 = SINGLE UNIT-2 AXLE-6 TIRE TRUCKS
2 = SINGLE UNIT-3 AXLE TRUCKS
3 = TRACTOR-TRUCK OR SEMI-TRAILER- 3 AXLES
4 = TRACTOR-TRUCK OR SEMI-TRAILER - 4 AXLES
5 = TRACTOR-TRUCK OR SEMI-TRAILER - 5 AXLES
6 = BUSES AND TRUCKS WITH TRAILERS

Form 2985 (9-63)

TRAFFIC ESTIMATE DATA

DESIGN YEAR 1989 PART 2 OF 2

FOR

T.H. 94 S.P. 8282-01 LENGTH - MILES

COUNTY Washington LOCATION Jct. TH 494 - 694 to 0.5 Mi. E. of CSAH 19

BASED ON

1989 ADT FROM TRAFFIC ANALYSIS UNIT

SHOWING

TOTAL ADT ON SEGMENTS 12 THROUGH 13 AS DEFINED ON ATTACHED INDEX MAP

VEHICLE * TYPE	SEGMENT NUMBER										
	12	13									
0	29780	1408									
1	1135	61									
2	425	5									
3	250	4									
4	470	3									
5	1736	2									
6	204	17									
TOTAL ADT	34000	1500									
TOTAL H. COMM. ADT	4220	92									
TOTAL DHV	3910	225									
DIRECTIONAL DISTRIBUTION	60-40	60-40									

* VEHICLE TYPE CODE

0 = PASSENGER CARS AND 4 TIRE TRUCKS
1 = SINGLE UNIT-2 AXLE-6 TIRE TRUCKS
2 = SINGLE UNIT-3 AXLE TRUCKS
3 = TRACTOR-TRUCK OR SEMI-TRAILER- 3 AXLES
4 = TRACTOR-TRUCK OR SEMI-TRAILER - 4 AXLES
5 = TRACTOR-TRUCK OR SEMI-TRAILER - 5 AXLES
6 = BUSES AND TRUCKS WITH TRAILERS

BASIC DATA, METHOD AND ASSUMPTIONS

The 1989 ADT and peak hour volumes were estimated by the Metropolitan Study Unit and were based on the 104b(5) study methods and land use data for the immediate area.

The 1989 DHV was determined by relating the MSUs peak hour data to DHV data recorded on TH 12 east of the east corporate limits of St. Paul.

The HCADT for segment 4 was based on a classification count recorded for TH 12 in 1963. The vehicle types were projected by statewide trends for each vehicle type to 1989 HCADT reflecting diversions to the interstate system.